CALIFORNIA STATE LANDS COMMISSION
100 Howe Avenue, Suite 100-South
Sacramento, CA 95825-8202

PAUL D. THAYER, *Executive Officer*
(916) 574-1800 FAX (916) 574-1810
California Relay Service From TDD Phone **1-800-735-2922**
from Voice Phone **1-800-735-2929**

Contact Phone: **(916) 574-1897**
Contact FAX: **(916) 574-1885**

NOTICE OF PREPARATION OF A DRAFT ENVIRONMENTAL IMPACT REPORT AND NOTICE OF PUBLIC SCOPING MEETING

CSLC EIR #737
Project: PG&E Line 108 Natural Gas Pipeline
CSLC Ref File: W26136, R23505
SCH #: 2006102033

Date: October 23, 2006

To: Interested Parties

Project: PG&E is proposing to replace approximately 11 miles of a partially inactive, 16-inch natural gas transmission line, Line 108, which extends from the Thornton Station, just south of the Mokelumne River in San Joaquin County, to the Elk Grove Station, just south of Elk Grove Boulevard in Sacramento County. The proposed new pipeline diameter would be 24 inches. The majority of the proposed Project takes advantage of PG&E's existing land rights by paralleling the partially inactive 16-inch pipeline. A combination of construction techniques would be used to install the pipeline – trench, horizontal directional drill, and hammer bore. PG&E would also install a pressure limiting station at the Elk Grove Station and remove a bridge that historically supported a section of the partially inactive 16-inch natural gas pipeline over the Cosumnes River.

Applicant: Pacific Gas & Electric
375 N. Wiget Lane
Suite 200
Walnut Creek, CA 94598

Location:

Construction of the proposed 24-inch pipeline would start at the Thornton Station and generally follow the east side of the Union Pacific Railroad (UPRR) north to a point north of Twin Cities Road. At this point the pipeline would cross under the UPRR and Franklin Boulevard and continue north to a point south of where Franklin Boulevard veers west. The pipeline would continue due north, following the west side of the UPRR. At the community of Franklin, the pipeline would be installed within Bilby Road and Franklin Boulevard, to the intersection of Franklin Boulevard and the UPRR. From this point the pipeline would be installed along the west side of the UPRR to the Elk Grove Station.

Purpose of Public Scoping Process:

The California State Lands Commission (CSLC) will be the Lead Agency under the California Environmental Quality Act (CEQA), and will prepare an Environmental Impact Report (EIR) for this project.

The purpose of this Notice of Preparation / Notice of Public Scoping Meeting is to obtain agency and the public's views as to the scope and content of the environmental information and analysis, including the significant environmental issues and reasonable alternatives and mitigation measures that should be included in the draft EIR. Applicable agencies will need to use the EIR when considering related permits or other approvals for the Project.

Due to the time limits mandated by State law, written comments must be sent by **November 27, 2006.** Please send your comments at the earliest possible date to:

Mary Menconi, Staff Environmental Scientist
California State Lands Commission
100 Howe Avenue, Suite 100-South
Sacramento, CA 95825
FAX: (916) 574-1885 E-mail: menconm@slc.ca.gov

NOTE: You are encouraged to submit electronic copies of your comments in Microsoft WORD format. If comments are faxed or sent by e-mail, please also mail a copy to ensure that a clean copy is received by this office.

Pursuant to Section 15083, Title 14, California Code of Regulations, the CSLC will also conduct two public scoping meetings for the proposed Project to receive oral testimony at the time and place listed below:

DATE: Thursday, November 2, 2006
TIME: 3:00 PM and 6:00 PM
LOCATION: Rizal Community Center
Deacon Room
7320 Florin Mall Drive
Sacramento, CA 95823

If you have any questions or would like a copy of this notice or additional information, please contact Mary Menconi at the above address, by phone (916) 574-0748, or e-mail at menconm@slc.ca.gov. Copies of this Notice and other information will also be available at the public scoping meeting and on the CSLC web page: www.slc.ca.gov.

Signature: _____ Date: 10-23-2006

Mary Menconi
Staff Environmental Scientist

1. PROJECT DESCRIPTION

PG&E is proposing to replace approximately 11 miles of a partially inactive, 16-inch natural gas transmission line, Line 108, which extends from the Thornton Station, just south of the Mokelumne River in San Joaquin County, to the Elk Grove Station, just south of Elk Grove Boulevard in Sacramento County. The proposed new pipeline diameter would be 24 inches. The majority of the proposed Project takes advantage of PG&E's existing land rights by paralleling the partially inactive 16-inch pipeline. A combination of construction techniques would be used to install the pipeline – trench, horizontal directional drill, and hammer bore. PG&E would also install a pressure limiting station at the Elk Grove Station and remove a bridge that historically supported a section of the partially inactive 16-inch natural gas pipeline over the Cosumnes River.

1.1 Project Location

Construction of the proposed 24-inch pipeline would start at the Thornton Station and generally follow the east side of the Union Pacific Railroad (UPRR) north to a point north of Twin Cities Road. At this point the pipeline would cross under the UPRR and Franklin Boulevard and continue north to a point south of where Franklin Boulevard veers west. The pipeline would continue due north, following the west side of the UPRR. At the community of Franklin, the pipeline would be installed within Bilby Road and Franklin Boulevard, to the intersection of Franklin Boulevard and the UPRR. From this point the pipeline would be installed along the west side of the UPRR to the Elk Grove Station (Figure 1).

1.2 Project Objective

PG&E identified the following objectives for the Line 108 Replacement Project:

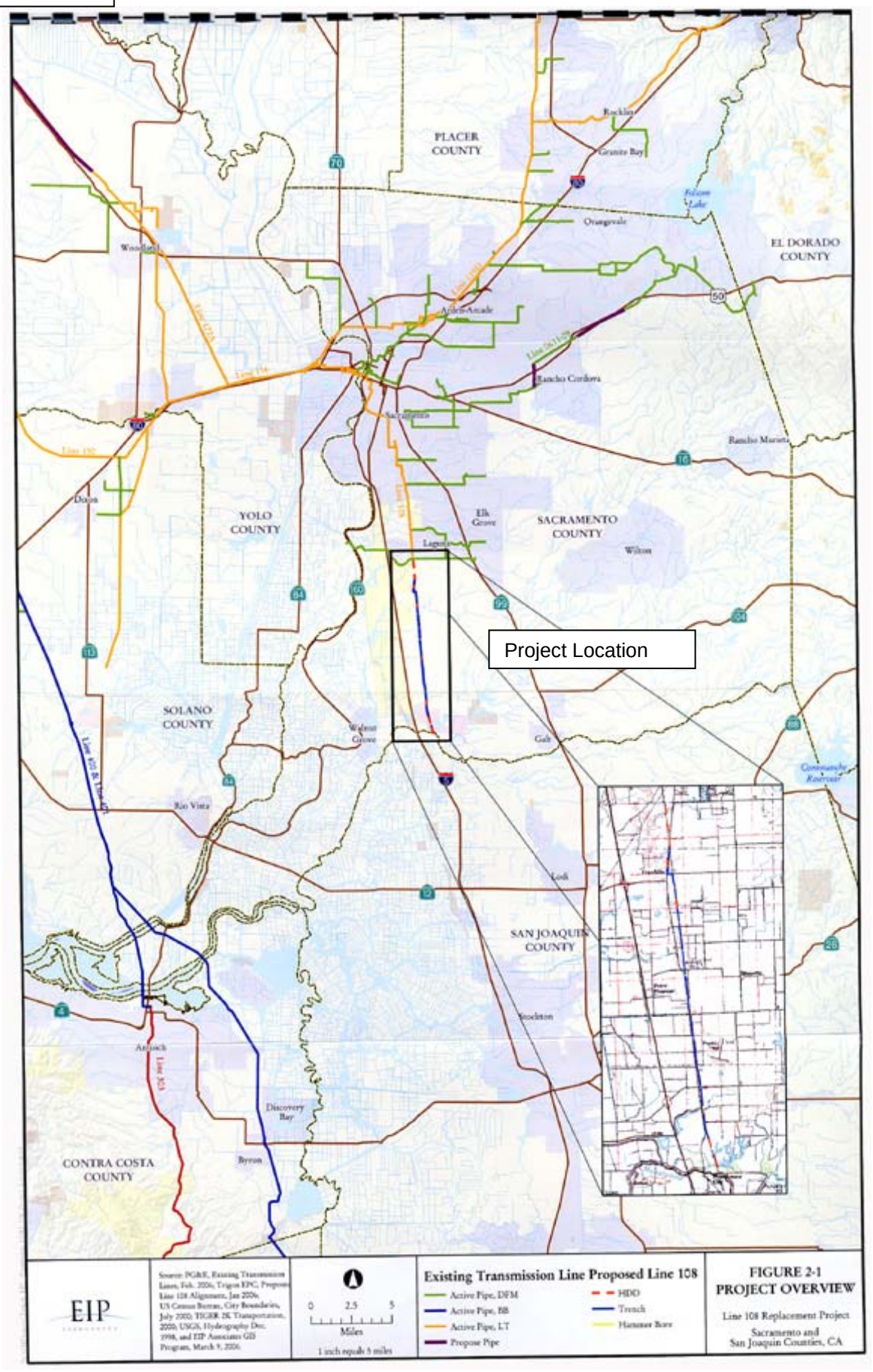
- To serve new gas distribution customers in Elk Grove and southeast Sacramento County, south of Mack Road and Gerber Road;

- To increase the level of service reliability by creating a looped network with Line 196, which would be available to approximately 150,000 gas customers currently served by Line 108 in Sacramento County, including the city of Galt;

- To create a greater pipeline system capacity to serve future large industrial transmission customers expected along the Interstate 80 and Highway 65 corridors;

- To increase capacity of the Sacramento Local Transmission System in order to transport gas to other high growth areas in North Sacramento, South Placer, and El Dorado Counties, by shifting one of the largest and fastest growing areas off of the Sacramento Loop; and

Figure 1


PLACER COUNTY
EL DORADO COUNTY
YOLO COUNTY
SACRAMENTO COUNTY
SOLANO COUNTY
SAN JOAQUIN COUNTY
CONTRA COSTA COUNTY
Project Location
Existing Transmission Line Proposed Line 108
Active Pipe, DFM
Active Pipe, BB
Active Pipe, LT
Propose Pipe
HDD
Trench
Hammer Bore
0 2.5 5
Miles
1 inch equals 5 miles
EIP
FIGURE 2-1
PROJECT OVERVIEW
Line 108 Replacement Project
Sacramento and
San Joaquin Counties, CA

- To increase operational flexibility, allowing gas received from California Production via Line 196 west of Stockton, into the Sacramento Local Transmission System.

1.3 Permits and Permitting Agencies

In addition to action by the CSLC, the proposed Project will require the following permits and approvals from reviewing authorities and regulatory agencies:

- Clean Water Act, Section 404 Permit from the US Army Corps of Engineers (Corps);

- Rivers and Harbors Act, Section 10 Permit from the Corps;

- Biological Opinion from the U.S. Fish and Wildlife Service (USFWS) and the National Marine Fisheries Service (via a Section 7 consultation);

- Special Use permit for temporary use areas from the USFWS for activities on the Stone Lakes National Wildlife Refuge;

- NEPA review from the USFWS for the Elk Grove Station expansion on the Stone Lakes National Wildlife Refuge;

- Temporary right-of-way agreement/NEPA review from BLM for activities on the Cosumnes River Preserve;

- Clean Water Act, Section 401 Water Quality Certification; Clean Water Act, Section 402 National Pollution Discharge Elimination System; and compliance with the General Order for Dewatering and Other Low Threat Discharges to Surface Water from the Central Valley Regional Water Quality Control Board;

- Lake and Streambed Alteration Agreement from the California Department of Fish and Game;

- Right-of-Way Encroachment Permit from the California Department of Transportation;

- Encroachment Permit from the State Reclamation Board;

- Approval from the Sacramento Metropolitan Air Quality Management District and San Joaquin Valley Air Pollution Control District;

- Ministerial Encroachment and Right-of-Entry Permits from Sacramento and San Joaquin Counties; and

- Encroachment and Right-of-Entry Permits from the Reclamation Districts 348 and 1002.

2. SCOPE OF EIR

Pursuant to State CEQA Guidelines section 15060, the CSLC staff conducted a preliminary review of the proposed Project. Based on the potential for significant impacts resulting from the proposed Project, an EIR was deemed necessary. A preliminary listing of issues to be discussed in the EIR is provided below. Additional issues may be identified at the public scoping meeting and in written comments. The EIR will also consider Project alternatives, including the No Project alternative, as required by CEQA.

Four designations are used when examining the potential for impacts according to CEQA issue areas. These designations are:

No Impact (Class IV): The Project would not have any impact on this issue or issue area.

Less-Than-Significant Impact (Class III): Any impact would not be considered significant under the CEQA relative to existing standards.

Less-Than-Significant Impact with Mitigation Incorporated (Class II): Any impact that could be significant, but which requires mitigation to reduce the impact to a less-than-significant level. Impacts in this category are otherwise considered potentially significant impacts, but ones for which mitigation measures have been designed and will be enforced in order to reduce said impacts to below applicable significance thresholds.

Potentially Significant Impact (Class I): Any impact that could be significant, and for which no mitigation has been identified or implemented. If any potentially significant impacts are identified and cannot be mitigated, a Statement of Overriding Considerations is required should the proposed Project be approved.

The estimations of impact levels used for this Notice of Preparation are based solely on preliminary documents and do not preclude findings of significance that will be made during the preparation of the EIR, including findings that could change the significance of an impact and how it will need to be addressed within the EIR. The two latter categories of potentially significant impacts will be examined first, followed by the remaining two categories of less-than-significant impacts. Afterward, the special impact areas of Cumulative Impacts, Growth-Inducing Impacts and Environmental Justice will be discussed.

2.1 Potentially Significant Impacts to be Addressed in the EIR:

2.1.1 Air Quality

An Air Quality impact is considered significant if it:

- Results in emissions that contribute to an exceedence of local, state or federal emissions thresholds.

- Creates objectionable odors of such intensity or duration that they would be considered a nuisance.

- Exposes sensitive receptors (including residential areas) or the general public to substantial levels of toxic air contaminants or objectionable odors.

- Potentially results in the accidental release of acutely hazardous air emissions.

Activities associated with construction of the Project would generate emissions of criteria pollutants. Criteria air pollutants include ozone, carbon monoxide (CO), nitrogen dioxide (NO_2), sulfur dioxide (SO_2), particulate matter (PM_{10} and $PM_{2.5}$), and lead. Specifically, the running of diesel engines and construction equipment will create emissions of criteria pollutants and the earth-moving activities proposed by the Project have the potential for significant particulate matter emissions in the form of fugitive dust. The current proposal contains mitigation which includes the implementation of Best Management Practices (BMPs) designed to reduce emissions throughout the construction phase.

The proposed Project is not anticipated to involve operational emissions greater than those presently resulting from current operations. The transfer of natural gas through the pipeline would not require significant burning of fuel, use of engines, or any other processes that would be likely to produce criteria pollutants. As such, little if any emissions of criteria pollutants are expected to occur once the Project is constructed.

2.1.2 Biological Resources

A Biological Resource impact is considered significant if:

- There is a potential for any part of the population of a special status species (such as State or Federally Endangered species) to be directly affected or indirectly harmed through the disturbance or loss of its habitat.

- A net loss occurs in the functional habitat value of a sensitive biological habitat, or any Area of Special Biological Significance.

- There is a potential for the movement or migration of fish or wildlife to be impeded.

- A substantial loss occurs in the population or habitat of any native fish, wildlife, or vegetation or if there is an overall loss of biological diversity, with substantial defined as any change that could be detected over natural variability.

The proposed Project site supports habitat for 14 special status plants, five special status fish, five special-status invertebrates, two special status reptiles, and five special status birds. These biological resources, as well as their habitats, could potentially be disturbed or harmed during construction activities. In addition, part of the proposed pipeline route crosses two federally protected preserve areas, the Stone Lakes National

Wildlife Refuge and the Cosumnes River Preserve. Thus, without mitigation the impacts to this issue area are potentially significant. PG&E has proposed a variety of mitigation measures for this area, including providing Worker Environmental Awareness Program (WEAP) training, using Horizontal Directional Drilling (HDD) at key crossings of sensitive lands, retaining a USFWS-approved biologist to monitor known occurrences of special status species, and avoiding sensitive areas wherever feasible.

2.1.3 Cultural Resources

A Cultural Resources impact is considered significant if it:

- Results in damage to, the disruption of, or otherwise adversely affects a property that is listed in the California Register of Historic Resources (CRHR) or a local register of historical resources as per section 5020.1 of the Public Resources Code.

- Results in damage to, the disruption of, or otherwise adversely affects an important archaeological resource (prehistoric or historic) such that its integrity could be compromised or its eligibility for future listing in the CRHR diminished.

- Results in damage to, the disruption of, or otherwise adversely affects an important historical resource such that its integrity could be compromised or its eligibility for future listing in the CRHR diminished.

Eight archaeological resources have been documented within 0.25 mile of the Project area. Five of these resources are located at the southern end of the Project area, within the Cosumnes River Preserve. The presence of these sites and artifacts suggests that there is a potential for unknown archaeological resources to exist within the Project area, and those resources could potentially be damaged by construction activities. In addition, there is an aged suspension bridge that once carried Line 108 across the Cosumnes River. This bridge appears to have been constructed in the 1930s or 1940s and may qualify as an historic resource. The current Project plan includes the demolition and removal of the bridge. Thus, without mitigation the impacts to this issue area are potentially significant.

2.1.4 Geology and Soils

An impact related to Geology and Soils is considered significant if:

- Settlement of the soil could substantially damage structural components.

- Ground motion due to a seismic event or any resulting phenomenon such as liquefaction or settlement could substantially damage structural components.

- Deterioration of structural components due to corrosion, weathering, fatigue or erosion could reduce structural stability.

- Damage resulting from any of the above conditions could result in an inadvertent or uncontrolled release of hazardous, harmful or damaging substances into the environment.

- Any Project activity or condition has a chance of adversely affecting the stability or proper functioning of any levee or levee system.

Hazards related to slope instability and landslides are generally associated with foothill areas and mountain terrain as well as steep river banks and levees. Excavation and trenching for the pipeline would occur across relatively flat or gently sloping agricultural lands. Though there is a risk of landslide at certain points along the proposed pipeline route, foundation demolition could be executed without danger of triggering a landslide on the river bank with implementation of proper mitigation measures. Separately, PG&E plans to use HDD to cross several sensitive areas, including multiple California levee crossings. A Geotechnical Report prepared by Terracon states that adverse HDD drilling conditions should be anticipated in conjunction with the presence of poorly-consolidated sediments along the pipeline route. These conditions include caving soils from loose sandy or gravelly soils or cobbles that could make steering the HDD drill head difficult and increase the likelihood of other potential difficulties. To mitigate this, site specific drilling plans will be developed and other appropriate hazard mitigation measures will be implemented on a site-by-site basis.

2.1.5 Hazards and Hazardous Materials

There exists a potentially significant Hazards and Hazardous Materials impact if:

- Current or future operations may not be consistent with federal, state or local regulations (note: conformance with regulations does not necessarily mean that no significant hazard related impacts exist).

- Any facility or operation, existing or proposed, does not conform to its contingency plans or other hazard or risk related plans that are in effect.

- There is a potential for fires, explosions, releases of flammable or toxic materials, or any other accidents that could cause injury or death to members of the public.

- Existing and proposed emergency response capabilities are not adequate to effectively mitigate emergency conditions the project has the potential for causing.

Construction and operation of Line 108 would occur in rural areas, but also within close proximity to residences and, therefore, would pose a risk to public safety. Project-related hazards potentially include accidental releases of fuel and/or release of gas during the initial and/or continual operation of Line 108. A Spill Prevention, Control, and Countermeasure Plan (SPCCP) would be prepared for the proposed Project as required by the Storm Water Pollution Prevention Plan (SWPPP) and would include action measures to minimize the potential for accidental releases of hazardous materials into the environment. Implementation of the SPCCP, and EPM, would reduce the time

necessary to respond to emergencies from Line 108 by providing a plan of action. In addition, the Line 108 pipeline would be designed and constructed pursuant to current safety standards above those for the existing pipeline, thus reducing the risks of rupture or leakage currently associated with the existing pipeline. Lastly, PG&E will follow all applicable hazards and hazardous materials regulations for the use, transportation, or disposal of hazardous materials.

Separately, while the Project site is not located on a list of hazardous materials sites compiled pursuant to Government Code section 65962.5, two nearby leaking underground storage tank sites were identified on the Regional Water Quality Control Board, Central Valley Region Leaking Underground Storage Tank database (last updated in October 2005). The two sites are located on Franklin Boulevard near Bilby Road in close proximity to the Line 108 route. The identified sites had leaked gasoline, but the cases for each site were closed, which indicates that clean-up pursuant to Cal/EPA standards was completed with no further monitoring required. Although no soil or groundwater contamination has been identified onsite, there is the possibility that unknown hazards could exist. If soil or items contaminated with hazardous materials in sufficient amounts to present a health risk are inadvertently encountered during construction, workers could be exposed to adverse health risks. In the unlikely event that contamination is encountered at a site during the installation of the pipeline, the appropriate agencies would be notified, including the DTSC. All necessary measures to identify the nature of the contaminants present, the extent of the contamination, and the remedial technologies available to protect human health and the environment would be implemented, but may not mitigate all potential risk of exposure to such hazards. PG&E plans to reduce the potential risk of exposure to contaminated soils by testing all potentially contaminated soils during construction. If evidence of soil contamination is encountered during construction, work shall cease until the area can be tested, and, if necessary, remediated.

2.1.6 Hydrology and Water Quality

An impact to Hydrology and Water Quality is considered significant if:

- The water quality objectives promulgated by the Regional Water Quality Control Board with jurisdiction over the region affected by the Project are exceeded.

- The water quality criteria contained in the Proposed California Toxics Rule are exceeded.

- Project operations or discharges change background levels of chemical and physical constituents or elevate turbidity levels such that long-term changes in the receiving environment of the site, area or region occur, or such that beneficial uses of the receiving water are impaired or degraded.

- Contaminant levels in the water column, sediment, or biota are increased to levels shown to have the potential to cause harm to marine organisms even if the levels do not exceed formal objectives.

The Project site is within the jurisdiction of the California Central Valley Regional Water Quality Control Board (CVRWQCB), which has the authority to implement water quality protection standards through the issuance of permits for discharges to waters at locations within its jurisdiction. Water quality objectives for the Delta are specified in the Basin Plan, prepared by the CVRWQCB in compliance with the Federal CWA and the State Porter-Cologne Water Quality Control Act. The CVRWQCB has also adopted a general National Pollutant Discharge Elimination System (NPDES) permit for short-term discharges of small volumes of wastewater from certain construction-related activities as specified in the Waste Discharge Requirements General Order for Dewatering and Other Low-Threat Discharges to Surface Waters (Order No. 5-00-175, NPDES No. CAG995001). Discharges may be covered by the permit provided they are either four months or less in duration, or the average dry weather discharge does not exceed 0.25 million gallons per day. The proposed Project would require approximately three to four months to construct and would be covered under this permit. PG&E would also be required to obtain and comply with the NPDES State General Construction Activity Stormwater Permit adopted by the State Water Resources Control Board (SWRCB). As part of the NPDES permit, PG&E would prepare a Storm Water Pollution Prevention Program (SWPPP), which would require erosion control measures and other construction Best Management Practices (BMPs), including those in the PG&E *Water Quality Construction Best Management Practices Manual*.

2.1.7 Land Use and Planning

A Land Use and Planning impact is considered significant if it:

- Conflicts with adopted land use plans, policies or ordinances.
- Results in conflicts with planning efforts to protect the recreational resources of an area.
- Results in incompatible adjacent land uses as defined by planning documentation.
- Results in residual impacts on sensitive water recreation areas, including shoreline lands and river banks that are host only to non-water recreation activities.

Approximately 1.5 miles of the proposed pipeline alignment lies within a Perpetual Conservation Easement Grant, which was established in 1999 to protect and retain the Stone Lakes National Wildlife Refuge as natural open space. PG&E would construct the replacement pipeline within their existing easement, which predates the conservation easement, for most but not all of the activities within the Stone Lakes National Wildlife Refuge. An additional easement would be needed for the expansion of the Elk Grove Station, totaling approximately 4,100 square feet. This would result in a potentially significant loss of land protected under the conservation easement. To mitigate this loss, PG&E plans to provide a monetary compensation to the USFWS for disturbance on Stone Lakes National Wildlife Refuge associated with the proposed Project as determined in consultation with the landowner and USFWS.

In addition, the pipeline would follow its previous corridor through a portion of the Cosumnes River Preserve. In this case, PG&E proposes to use a roughly half-mile long HDD to cross the majority of the pipeline route within the Preserve, both to minimize impact to the preserve and remain within its existing easement.

2.1.8 Noise

A Noise impact is considered significant if:

- Noise levels from Project operations exceed criteria defined in a noise ordinance or general plan of the local jurisdiction in which the activity occurs.

- Noise or groundborne vibrations from Project operations have direct or indirect effects on sensitive receptors (such as residential neighborhoods).

Movement of natural gas through the pipeline would not contribute noise in excess of the operation of the current pipeline. Consequently, there would be no noise impact from operation of the Project. Construction of the Project would temporarily generate levels of noise that could substantially increase ambient noise levels in the vicinity of the pipeline route. These noise levels could exceed Municipal Code noise standards. An additional potentially significant impact is that of groundborne vibration and its potential to affect nearby receptors, specifically the potential to disrupt the sleep of nearby residents as a result of possible nighttime construction. PG&E plans to mitigate this impact by coordinating with residents during the construction phase when such groundborne vibration could be produced.

2.1.9 Transportation

A Transportation impact is considered significant if:

- Project related traffic or other activities must use an access road that is already at or below Level of Service (LOS) E, or is such that it would bring a roadway down to LOS E. (E level traffic flow = 75% - 100% of capacity)

- Project related traffic or other activities would result in a substantial safety hazard to motorists, bicyclists or pedestrians.

- Project related traffic or other activities would restrict one or more lanes of a primary or secondary arterial during peak-hour traffic, thereby reducing its capacity and creating congestion.

- Project implementation could or does result in insufficient parking.

Traffic patterns within the Project area are related to existing agricultural operations, rural residences along most of the alignment in Sacramento and San Joaquin Counties, urban residential uses within the city of Elk Grove near the northern limit of the alignment, and recreational uses within the Cosumnes River Preserve. Project-related

traffic would involve the transportation of workers, equipment and construction materials to the construction site over a period of approximately four months. Additionally, three Sacramento County roads (Dierson, Point Pleasant, and Core), field access roads, and driveways would be crossed during trenching. Therefore, construction would result in intermittent and temporary damage to the roadway surface. The Project contractor would repair the surface of the roadway and construction timing would be coordinated with the Sacramento County Department of Transportation (SACDOT) and the city of Elk Grove. Since the Project would temporarily affect circulation in the Project area during construction, construction of the proposed Project would create a potentially significant impact. To mitigate this, the Project contractor would repair the surface of the roadway and coordinate with the Sacramento County Department of Transportation (SACDOT) and the city of Elk Grove to prepare a traffic control plan and coordinate construction timing in general.

2.2 No Impact / Less-Than-Significant Impact

Based upon preliminary review, the CSLC staff has determined that the proposed Project is expected to have a less-than-significant impact or no impact on the CEQA issue areas identified below. Note that impacts stemming from a growth inducing or cumulative effect are discussed separately in a following section, and that these assessments are based upon a preliminary review only. The primary reasons for the preliminary determinations made for each area are as follows:

Aesthetics – Project-related activities may temporarily impact the surrounding visual character of the Project area and ground disturbance would occur within areas that are regularly tilled for agricultural production; however, the topography would be restored following Project completion. Signs marking the pipeline alignment would remain permanent surface features, but would not dominate scenic views within the area. Although these structures are designed to be seen by the public, the placement and relatively small size of the markers and additional equipment adjacent to existing stations would not degrade the existing visual character or create sources of visual glare or substantial light. The pressure limiting station would be placed just south of the existing Elk Grove Station, and would be similar in nature to the existing facilities currently present. Therefore, impacts related to substantial degradation of the existing visual character or quality of the site and its surroundings are expected to be less than significant.

Separately, some construction activities may take place at night and may thus make use of high-energy lighting, which can be highly visible at a long distance given nighttime conditions. These practices would be temporary impacts during the construction phase and would thus not constitute the creation of sources of visual glare or substantial light. Impacts from these practices are expected to be less than significant.

Agricultural Resources – Construction and operation of the proposed Project would be incidental to agricultural production. Restrictions in the permanent easement would prohibit the planting of trees or vines within 10 feet of the pipeline centerline for protection of the pipe, but other uses would be allowed. Agricultural production would resume following Project construction and the proposed Project would not conflict with

existing Agricultural Zoning or with the provisions of the Williamson Act. No agricultural lands would be permanently removed from production or converted to a use other than agriculture; therefore, impacts to agricultural resources are considered less than significant.

Mineral Resources – A small portion of the Project site is located over a known natural gas deposit, but the wells for that gas field have been abandoned. There are several active natural gas fields within 15 miles of the Project site, including the Rio Vista Field, the largest in California. The Project is not within the *Significant Sand and Gravel Aggregate Resource Sectors* of the San Joaquin General Plan. Aside from natural gas, there are no other known mineral resource sites in proximity to the proposed Project. No impact related to the loss of availability of a known mineral resource of value to the region and the residents of the State or a locally important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan would result from the Project as proposed.

Population and Housing – During construction, temporary impacts to existing residences would occur on private driveways, and construction activities would be coordinated with home owners. Thus, no direct impacts on local housing availability are expected during construction or operation. Pipeline construction would occur primarily across agricultural lands and rural residences, but would not remove or displace residences, people, or businesses. Therefore, no direct impacts related to displacement of existing housing or people, necessitating the construction of replacement housing elsewhere, would result from the proposed Project. During Project construction, Project-area population impacts related to workforce would be short-term. The Project would not result in the direct construction of additional housing units. Therefore, construction of the Project would not directly induce substantial population growth either directly or indirectly and no impact would be expected to occur.

Public Services – The Project would not directly increase demands on or require the construction of additional fire or police facilities, school facilities, park spaces, or any other public service. In terms of pipeline risks and safety, PG&E's *Gas System Maintenance & Technical Support, Emergency Plan Manual* would apply to pipeline construction and maintenance activities and includes established guidelines and procedures to be followed in the event of an emergency. The purpose of the plan is to provide procedures and other directives to be carried out in the event of fire, explosion, earthquake, accidental release of hazardous materials or waste, or any similar emergency. When such an emergency occurs, the plan would be implemented by PG&E's Facility Emergency Coordinator. The plan is annually reviewed with local agencies to ensure that plan design and implementation measures are current and that all personnel understand the plan and their responsibilities. With implementation of this plan, impacts related to fire and police protection service would likely be considered less than significant, and there would be no direct impacts to any other public services.

Recreation – The recreation areas that would be partially affected by the proposed Project are the Stone Lakes National Wildlife Refuge and the Cosumnes River Preserve. Recreational uses in these areas would not be altered by the proposed Project. Other than the preserves, the site is located within areas of privately owned agricultural land. No construction or expansion of recreational facilities is proposed.

Construction of the Project would not directly result in increased use of neighborhood, regional or other recreational facilities such that substantial physical deterioration of existing facilities would occur or be accelerated. The Project would not require the expansion of existing facilities, and thus no impact would be expected to occur.

Utilities and Service Systems – Construction of the Project would not result in the creation of a substantial amount of additional wastewater. Water used for hydrostatic testing and ditch dewatering would be discharged in compliance with standards defined by the CVRWQCB and not to a wastewater treatment facility. The construction would not result in an increase in impervious cover within the Project area nor create any other change in stormwater runoff. Thus, the Project would not directly place any additional burden on any wastewater facility. Lastly, water supply resources currently exist to meet Project demands and no new entitlements or supply would be required.

The proposed Project would not generate solid waste during operation but there could be some inert debris generated during construction. Drilling mud used during HDD activities will be recycled and conserved to the greatest extent feasible. Overall, the amount of solid waste generated by the proposed Project would be minimal and temporary and would not substantially affect landfill capacity or be disposed of in a manner inconsistent with any ordinances or regulations. Thus, all impacts to utilities and service systems are less-than-significant and in many cases the Project will have no impact on this issue area.

2.3 Special Impact Areas

2.3.1 Cumulative Impacts

The CEQA requires an examination of the potential for a Project to have cumulative impacts when considered alongside other Projects proposed and/or approved within a region. The Cumulative Projects Study Area for this Project is presently defined as proposed and approved projects in Sacramento County, San Joaquin County, and the City of Elk Grove.

2.3.2 Growth-Inducing Impacts

The CEQA requires a discussion of the ways in which a proposed Project could be an inducement to growth. The State CEQA Guidelines (section 15126.2(d)) identify a project to be growth-inducing if it fosters or removes obstacles to economic or population growth, provides new employment, extends access or services, taxes existing services, or causes development elsewhere. As such, the EIR will contain a discussion of potential growth-inducing impacts of the proposed Project.

2.3.3 Environmental Justice

An Environmental Justice impact is considered significant if a proposed Project:

- Has a potential to disproportionately impact minority and/or low income populations in areas in which the Project is located.

- Results in a substantial disproportionate decrease in the employment and economic base of minority and/or low-income populations residing in the County and/or immediately surrounding cities.

Approximately 50 residences are located within the potential impact area of the Project. Two of these residences are in block groups with significant low income and minority populations. Both of these residences are rural agricultural single family homes, and would likely not represent large portions of the population. Implementation of risk and hazard mitigation measures along with the use of PG&E's EMP could ensure that minority or low-income communities within the Project area would not be disproportionately impacted by a potential upset or explosion on Line 108.